

Notice of Public Hearing – Committee of Adjustment Application

File # A-091/26 - 3919 SEMINOLE ST

Date Mailed: October 28, 2026

Electronic hearing:

By videoconference on November 12, 2026 at 3:30 PM

Why am I receiving this notice?

As an adjacent property owner you are receiving this courtesy notice of hearing because an application has been submitted for consent and/or minor variance to a property located close to you. Formal notice of the hearing was given by publication of the Committee of Adjustment’s Agenda Record in the Windsor Star on October 28, 2026. as required by the Planning Act.

Sections 45(1) & 54(5) of the Planning Act authorize the Committee of Adjustment to consider these requests.

Application details are posted on the City of Windsor website along with the Administrative recommendation(s). For the latest Administrative comments check the City’s website page for **Committee of Adjustment-Meeting Agenda** after 12:00 noon on the Friday prior to the hearing date.

APPLICANT AND PROPERTY INFORMATION

LEGAL DESCRIPTION: PLAN 831; W PT LOTS 53 & 54

OFFICIAL PLAN DESIGNATION	ZONING OF SUBJECT LAND(S)
Mixed Use Node	Commercial District 2.2 (CD2.2)

Applicant/Owner(s)	Authorized Agent(s)	Subject Property
Owner Name: KRISTIN LYNN FOTOPOULOS Applicant Name: Shawn Piskovic DZigner Man & Associates		3919 SEMINOLE ST

PURPOSE OF APPLICATION

Minor Variance - Proposed additional accessory use of Public Hall to an existing building currently used as a Personal Service Shop. Requesting relief for reduced required number of parking spaces.

By-Law	Provision	Provision Description	Requirement	Proposed
Zoning By-law 8600	24.20.5.1	Required Number of Parking Spaces	6	0

Type of Consent Application Transaction: N/A

How do I participate if I have comments or concerns?**Submit written comments**

Although neighbours cannot appeal a decision, you are entitled to notice and may make written submissions before the application is considered by the Committee of Adjustment. You can send your written comments regarding the application by email (preferred) or regular mail to the Secretary-Treasurer noted below. Include your name, address and application number or address of the property in which you are providing comments. To allow all Committee members the opportunity to review and consider your comments, please provide your written submissions to be received no later than noon the day before the hearing.

Participate in the hearing by videoconference (Microsoft Teams)

Two ways to register: 1) visit the City of Windsor website to self-register OR 2) call or email the Secretary-Treasurer noted below no later than noon the day before the hearing date. You are encouraged to pre-register as a delegation as soon as possible in order to facilitate an orderly registration process. Once registered you will receive confirmation by email including a link to join the virtual hearing.

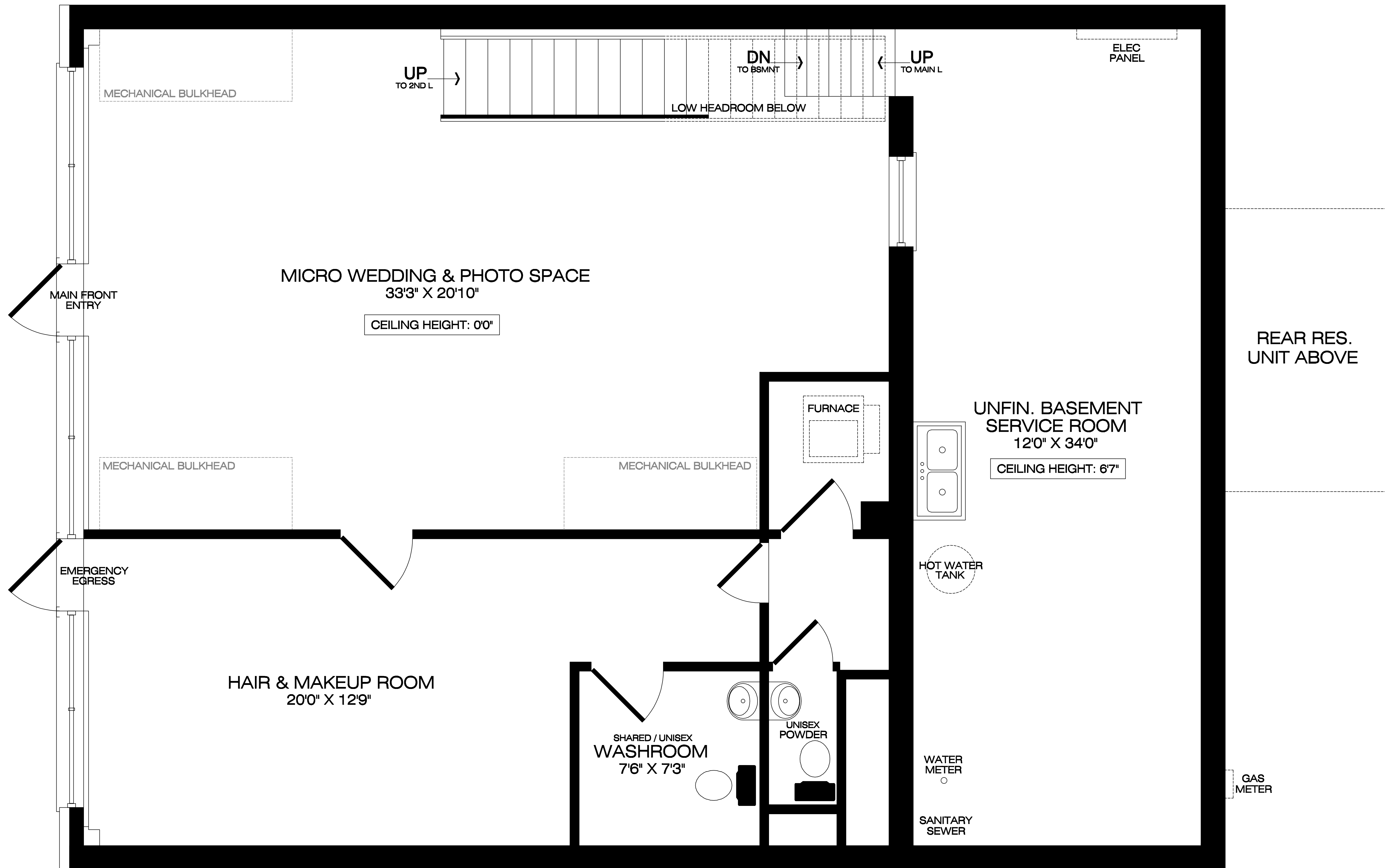
Applicant(s) – Attendance is required. If you do not attend or send a representative, the Committee may proceed in your absence without any further notice to you or reschedule the meeting at a cost to you.

Notice of Decision

If you wish to be notified of the decision for this application, you must make a written request by email or regular mail to the Secretary-Treasurer (jwatson@citywindsor.ca). The written request must be received before noon the day before the hearing date. This will entitle you to be notified of any future Ontario Land Tribunal proceedings in the event of an appeal.

**Contact Information:**

Jessica Watson
Secretary-Treasurer
Committee of Adjustment
Suite 320, 350 City Hall Square West
Windsor, ON N9A6S1
Phone: 519-255-6543 ext. 6450 or 6436
COAdjustment@citywindsor.ca



A-3

3919-3921 SEMINOLE ST., WINDSOR

Proposed Main & Basement Floor Plan

EXIST. INT. FLOOR SPACE: 1,135 SF
EXIST. TOTAL COVERAGE: 1,739 SF
EXIST. BASEMENT INT. FLOOR SPACE: 406 SF

PRESENTATION PLAN

ENGINEER STAMP

Design Firm:

**DZIGNER MAN & ASSOCIATES**
Architectural & Engineering Services

Office Address:
12122 Evergreen Dr.
Toronto, Ontario, M3H 1G9

Contact:
Cell / Text: 616-616-7084
Email: dzignerman@yahoo.com
Website:
www.DZignerman.com
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CALL THE MAN WITH THE PLAN

Revision	Date	Initials
1	01/12/2026	SP

**DZIGNER MAN**
Shawn Plakovic
DZIGNER MAN & ASSOCIATES

Issued For:
Proposal Drawings
City of Windsor, Ontario

P.O. #: 2820

Windsor Weddings
3919 Seminole St.
Windsor, Ontario
N8Y 1Z1

Final Square Footage
As Noted

Drawing Type:
Design & Proposal Plans

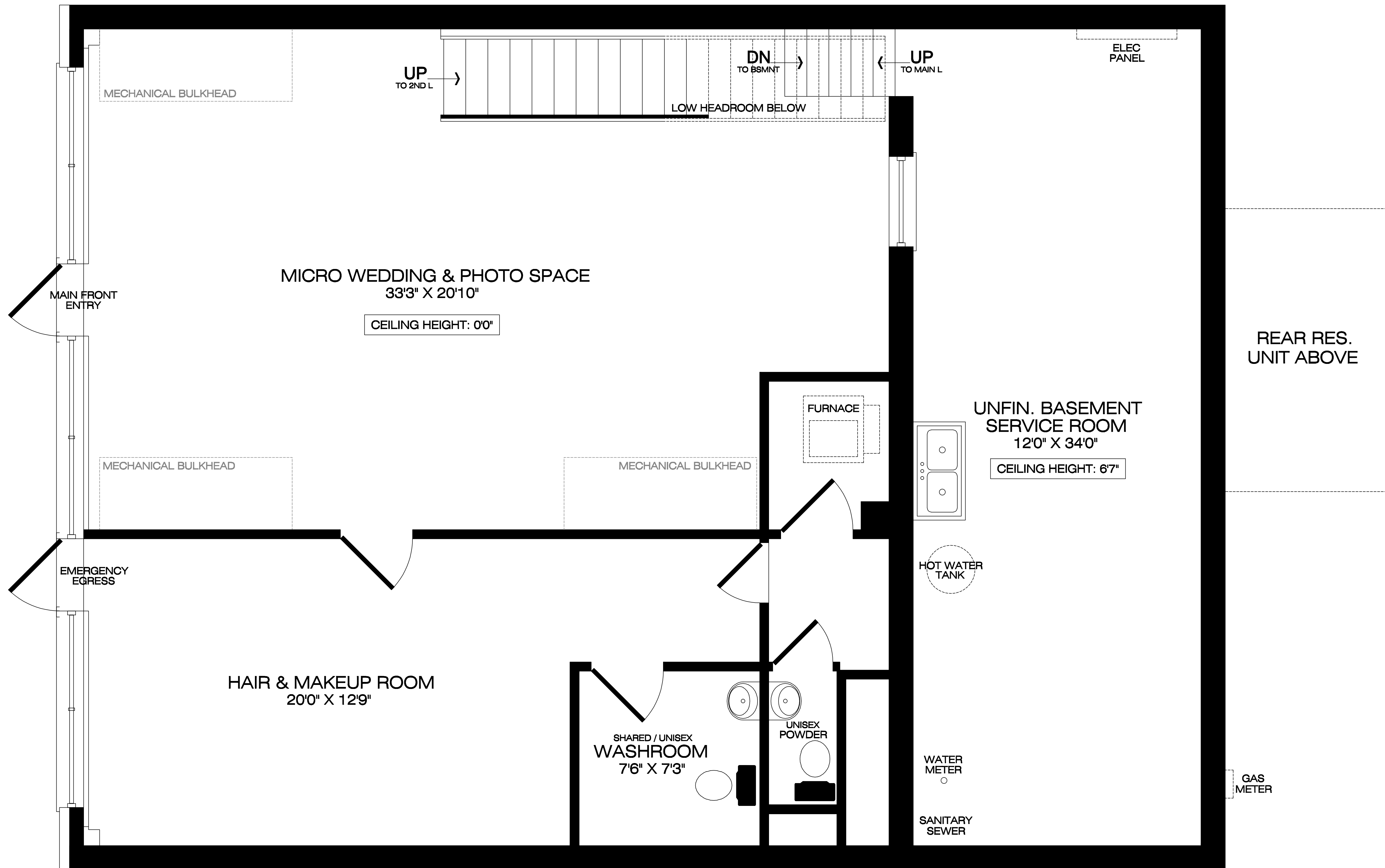
Designed By:
Shawn Plakovic
Lead BCN Designer

Scale: 3/8"=1'-0"

Date: 01/12/26

Province: Ontario

Drawing I.D.
01



A-3

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3919-3921 Seminole Street Parking Justification Study



Prepared for:
Aphrodite Micro Wedding

Date:
October 13, 2026

Prepared by:
Stantec Consulting Ltd.

Project/File:
160500071

Disclaimer

The conclusions in the Report titled 3919-3921 Seminole Street Parking Justification Study are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

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1 Introduction

Aphrodite Micro Weddings seeks to expand its business location at 3921 Seminole Street, Windsor, Ontario by incorporating and consolidating space associated with an adjacent address (3919 Seminole Street) within the same building (**Figure 1**). Floor plans describe a single building featuring a micro wedding and photo space, a hair and makeup room, and washrooms on the ground floor, as well as gathering space, photo space, and a washroom on the second floor (**Figure 2**).

The subject site covers an estimated total area of 200 square metres or 0.02 hectares. The floor plans describe a rectangular-shaped building that contains 105 square metres of first floor commercial space, 146 square metres of second floor commercial space, and a single residential unit at the rear of the building.

The project plans do not propose the provision of accessory parking as the building covers nearly the entirety of the lot. Accordingly, the site is not equipped with driveway access. Representatives of the project submitted a parking variance proposal to the Committee of Adjustment on July 22, 2026, citing anticipated transportation demand characteristics and intended demand management actions. City staff were unable to grant the request due to six (6) space parking shortfall and requested that the applicant demonstrate through a parking study that reduced parking standards will not negatively affect the parking supply in the area or result in spillover parking in adjacent areas. Staff defined the scope for an acceptable parking study as follows:

“A parking study shall be prepared by a qualified transportation consultant; the document shall show that the supply given will meet the parking demands of the proposed development. This must include justification for the deviation from the by-law requirements. The study may include a survey of parking demand at similar proxy sites and/or review from published sources for justification. The study can include measures, such as those provided in the City's Active Transportation Master Plan to demonstrate reliable commute to the proposed site along with measures that the developer can implement to decrease parking demand on the site.”

Stantec has been retained to perform a parking assessment, analysis, and justification report in support of the sought variance from By-law requirements. As the site cannot provide any parking spaces due to physical constraints, the applicant is requesting relief from the six (6) parking space requirement. It is not possible to directly comply with the provisions of the By-law.

The parking justification report defines the site parking requirement and associated supply shortfall, as well as performs both a qualitative assessment and quantitative analysis justifying the requested reduction in required vehicular parking. The assessment includes a review of the applicable zoning by-law parking requirement, an inventory of nearby public and private parking supply, consideration of adjacent transportation alternatives and applicant-led demand management measures, and a comparative parking demand analysis using ITE parking generation data, and a contextual review of nearby event and assembly-oriented uses operating with limited to no dedicated off-street parking.



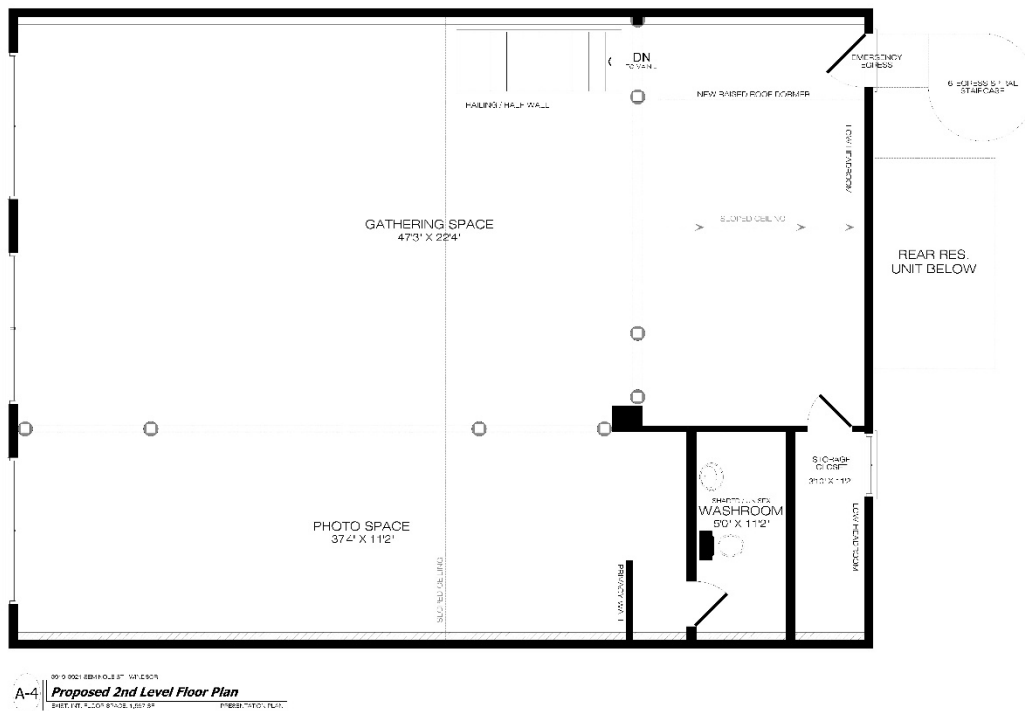
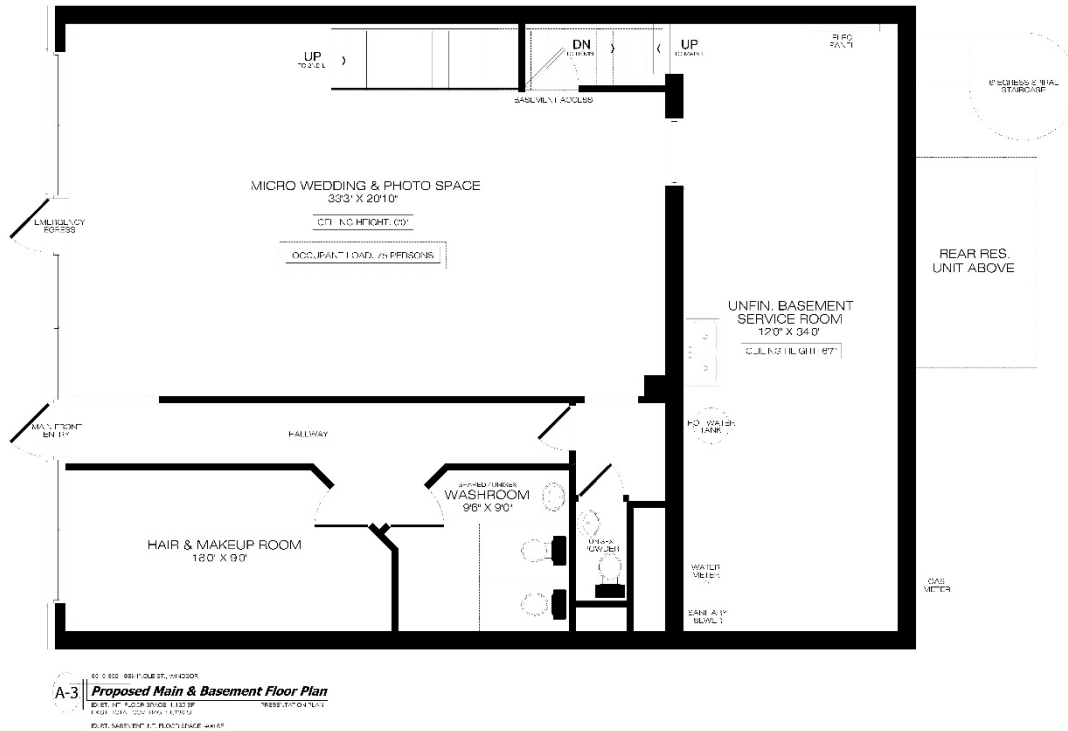
Figure 1: Map of Vicinity of Proposed Redevelopment Site



3919-3921 Seminole Street Parking Justification Study

1 Introduction

Figure 2: Proposed Reconfigured Floor Plan



2 Policy and Regulatory Review and Definition

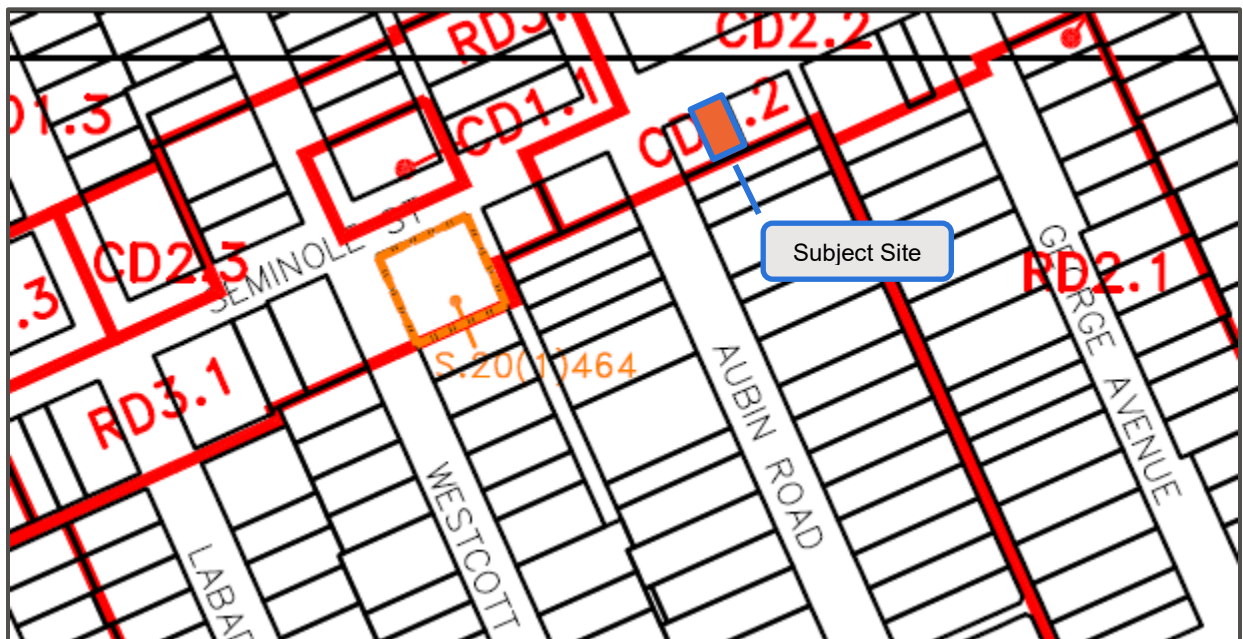
This chapter establishes the regulatory basis for assessing the requested parking relief. It reviews the City of Windsor Zoning By-law 8600 provisions that apply to the subject site, confirms the relevant zoning and land use categories used in the City's parking calculation, and summarizes how the existing credited parking requirement and proposed reconfigured use combine to produce the identified parking shortfall. This framework provides the baseline against which potential mitigation measures and supporting parking demand analysis are evaluated.

2.1 Parking Requirements per By-law

City of Windsor Zoning By-law 8600 establishes requirements for accessory off-street parking. Section 24.10.10.1 states that, *"All required parking spaces, visitor parking spaces, accessible parking spaces, bicycle parking spaces, loading spaces or stacking spaces shall be provided and clearly identified and marked at the time of the erection of a building or addition thereto, expansion of a use or when there is a change of use of a lot or building and shall be subsequently maintained, identified and marked exclusively for the use for which they are required for as long as such use is in operation."*

A spatial representation of parcel zoning definitions included in By-law 8600 indicates that the subject site is located in a Commercial District 2.2 (CD2.2) zone. Commercial District 2.2 zones permit a broad range of commercial, office, service, institutional, entertainment, restaurant, retail, and light repair uses, including uses such as business and medical offices, personal service shops, places of entertainment and recreation, places of worship, restaurants, retail stores, and similar commercial uses.

Figure 3: Zoning Definition – 3919-3921 Seminole Street



Section 24.20 of By-law 8600 defines requirements for the calculation of required off-street parking provision in CD2.2 Zones as described below:

- ▶ The required minimum number of parking spaces shall be as shown opposite the respective use as shown in Table 24.20.5.1.
- ▶ If a parking rate is expressed as a ratio of parking spaces to the gross floor area, the parking space requirement for a use is to be calculated by dividing the applicable gross floor area of the use by the applicable parking rate.
- ▶ If the calculation of the number of required parking spaces results in a number containing a fraction, the number shall be rounded DOWN to the nearest whole number, but in no case may there be less than one parking space, except when the parking rate is zero.
- ▶ There shall be provided accessible parking spaces as shown in Table 24.24.1:
 - When the total number of parking spaces in the parking area is 1 to 25, a minimum of one (1) Type A accessible parking space is required.

Based on the City's calculation of parking requirements, the current building consists of two main uses, a Personal Service Shop and a Dwelling Unit within a Combined Use Building. The post-reconfiguration calculation introduces the Public Hall use type. City of Windsor Zoning By-law 8600 indicates the number of spaces required per quantity of on-site use (**Figure 4**).

Figure 4: Excerpts from City of Windsor Zoning By-law 8600 Table 24.20.5.1

Use	Parking Rate - Minimum
Combined Use Building – Dwelling Units	1.25 for each dwelling unit
Personal Service Shop	1 for each 22.5 m ² GFA
Public Hall	1 for each 7.5 m ² GFA

2.2 Parking Requirement and Shortfall Calculation

The City of Windsor's calculation of the deficiency in spaces after building reconfiguration starts by determining requirements for the existing building in its current configuration and declaring an equal number of credits as the building predates the By-law, which states, "*If, on the date this Section comes into force, an existing building has insufficient parking spaces, visitor parking spaces, accessible parking spaces, bicycle parking spaces or loading spaces to conform with Sections 24.20.1, 24.20.3, 24.20.5, 24.22.1, 24.24.1, 24.30.1, 24.40.1, the deficiency is not required to be made up prior to the construction of any addition or any change in use.*"



The calculation relating to the Personal Service Shop use sums three distinct floor areas as described in the provided floor plan (**Figure 2**):

- ▶ 161.56 square metres corresponding to 1,739 square feet of ground floor total coverage
- ▶ 145.58 square metres corresponding to 1,567 square feet of second floor interior floor space
- ▶ 37.72 square metres corresponding to 408 square feet of unfinished basement service area

Ground floor total coverage appears to include the residential component of the building located at the rear of the building.

The existing use calculation credits the site for 16 total vehicular parking spaces including one Type A accessible space (**Figure 5**). Additionally, the City credits the existing site for 2 bicycle parking spaces and one loading space.

Figure 5: Existing Building Parking Requirements

Space Type	Land Use	Units	Parking Rate - Minimum	Existing Requirement (Credited)
Total Vehicular Spaces	Personal Service Shop	345.08 m ²	1 for each 22.5 m ² GFA	15 Spaces
	Combined Use Building – Dwelling Units	1 unit	1.25 for each dwelling unit	1 Space
	Total			16 Spaces
Type A Accessible Spaces				1 Space
Bicycle Parking Spaces				2 Spaces
Loading Spaces				1 Space

In determining the updated parking requirement, the City separates 67.81 square metres of floor area, which receives a new Public Hall designation and its associated parking requirement rate. The ground floor micro wedding and photo space described in the provided floor plan, which measures 64.35 square metres, most closely corresponds to the 67.81 square metres used in the City's calculation and was confirmed as the space in question with a caveat that the Zoning Coordinator's calculation may vary from dimensions

indicated by the floor plan. Summing the separate use requirements yields a total requirement of 22 spaces (**Figure 6**). Subtracting 16 credited spaces leaves a shortfall of six (6) spaces to provide or mitigate through transportation alternatives.

Figure 6: Reconfigured Building Parking Requirements

Space Type	Land Use	Units	Parking Rate - Minimum	Existing Requirement (Credited)
Total Vehicular Spaces	Public Hall	67.81 m ²	1 for each 7.5 m ² GFA	9 Spaces
	Personal Service Shop	277.27 m ²	1 for each 22.5 m ² GFA	12 Spaces
	Combined Use Building – Dwelling Units	1 unit	1.25 for each dwelling unit	1 Space
	Total			22 Spaces

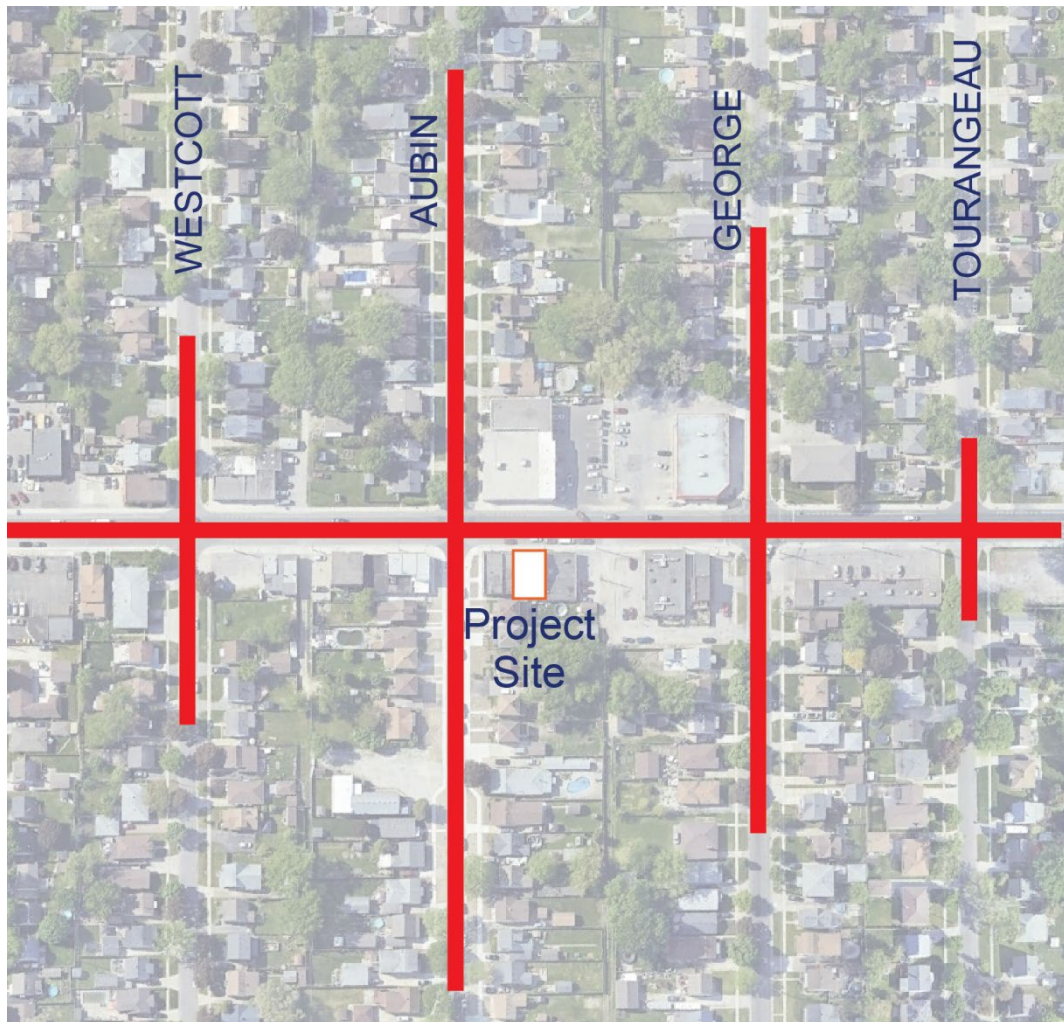
3 Mitigation Strategy Identification

This chapter identifies the practical measures and contextual factors that may assist in mitigating the calculated six-space parking shortfall for the subject site. The assessment considers the availability of nearby public and private parking supply within a reasonable walking distance, the role of adjacent active transportation and transit options in reducing reliance on private-vehicle travel, and the applicant's proposed business practices for managing guest transportation expectations. Together, these elements provide a broader planning framework for evaluating whether the requested parking relief can be accommodated without negatively affecting area parking supply or creating unacceptable spillover demand.

3.1 Area Parking Inventory

An inventory of nearby parking supply was completed to identify publicly accessible and private parking assets that may be available within a reasonable walking distance of the subject site. The inventory area was defined using an approximate 200-metre walking distance along Seminole Street and the adjacent side streets, representing an estimated 2.5-minute walk to the site (**Figure 7**). This review provides the basis for understanding the scale, location, and practical availability of surrounding parking supply before considering its potential role in mitigating the site's calculated parking shortfall.

Figure 7: 200-metre Walking Distance from Subject Site

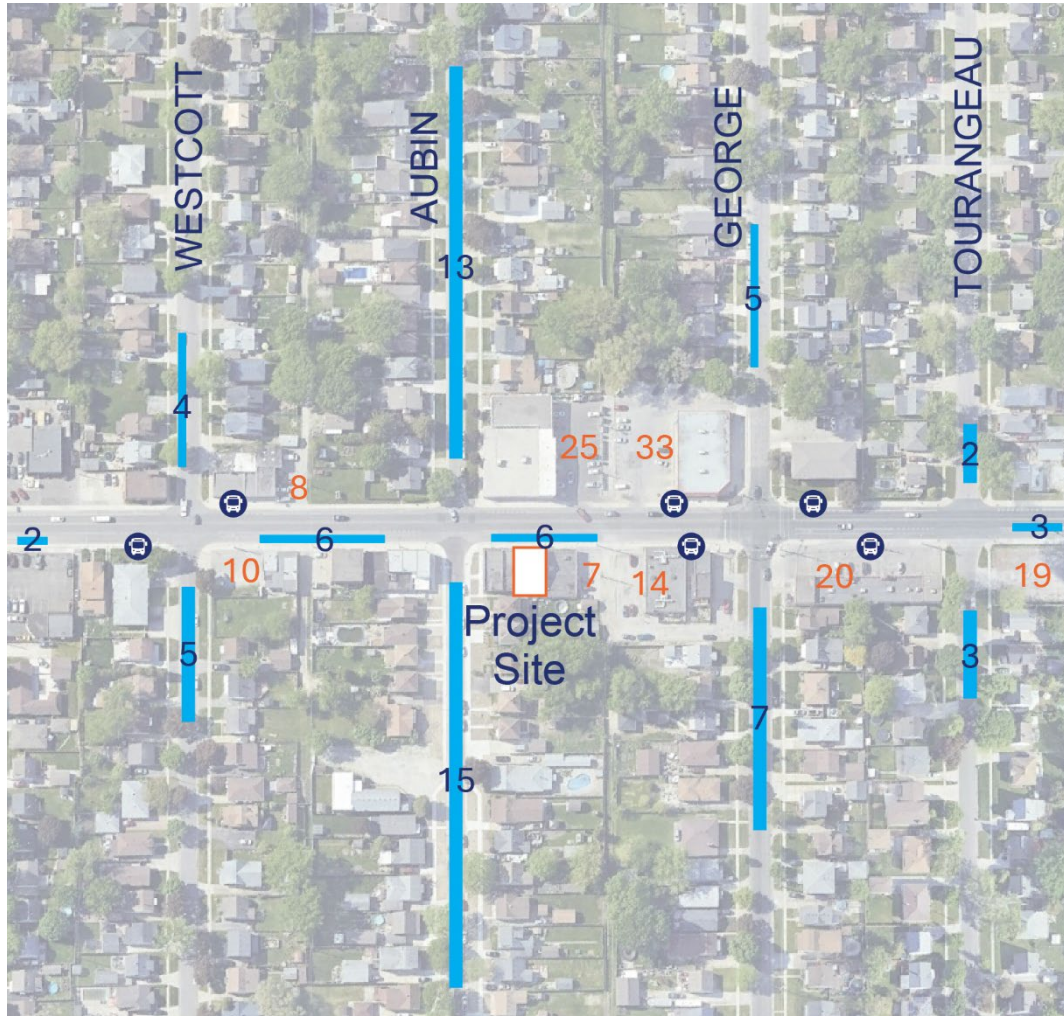


The nearby off-street parking inventory identified 136 non-residential parking spaces along Seminole Street within the surrounding area (**Figure 8**). Most of this supply is associated with private businesses and is reserved for customers and employees, with the largest concentrations provided by Home Hardware and Shoppers Drug Mart. The applicant has undertaken documented outreach to nearby property owners to explore the potential for shared parking, including offering compensation and proposing limited, short-duration use during off-peak periods. However, surrounding businesses have formally declined to participate in a shared parking arrangement. As a result, the identified private off-street supply demonstrates the scale of parking available in the area, but cannot presently be relied upon as a secured mitigation measure for the subject site.

Public access on-street parking is available within the study area. Time-limited parking is provided directly in front of the subject site on the south side of Seminole Street, while nearby side streets generally permit curbside parking subject to posted restrictions. An inventory and utilization data collection site visit on October 10, 2026, that accounted for driveway curb cuts, fire hydrants, and other areas where parking is

restricted or unavailable, verified 71 public access parking spaces within the 200-metre walking distance from the subject site inventory (**Figure 8**).

Figure 8: Area Parking Inventory



The on-street inventory also considered the regulatory limitations that affect when curbside parking can be used (**Figure 9**). Along Seminole Street, the available parking lane on the south side is periodically interrupted by bus stops and short-stay or commercial-vehicle restrictions, reducing the amount of continuous curbside space available for general parking. On the adjacent side streets, curbside parking is generally permitted only on one side of the street at a time due to month-by-month parking restrictions that support street cleaning operations. The sections of Westcott Road and George Avenue north of Seminole Street differ from this alternating pattern, with parking consistently permitted on the west side and prohibited on the east side. These restrictions have been incorporated into the practical inventory.

Figure 9: On-Street Parking Inventory within 200 Metres of the Subject Site

Location	Side	Spaces	Regulations/Restrictions
Seminole Street west of Westcott	South	2	2 Hour Limit, 9AM-6PM, Mon-Sat No Parking 4AM-6AM
Seminole Street between Westcott and Aubin	South	6	(5 spaces, 2 Hour Limit) (1 space, Commercial Vehicles Only) 9AM-6PM, Mon-Sat / No Parking 4AM-6AM
Seminole Street between Aubin and George	South	6	(5 spaces, 2 Hour Limit) (1 space, 5 Minute Limit) 9AM-6PM, Mon-Sat / No Parking 4AM-6AM
Seminole Street east of Tourangeau	South	3	2 Hour Limit, 8AM-6PM, Mon-Sat No Parking 4AM-6AM
Westcott Road north of Seminole	West	4	Unrestricted
Westcott Road south of Seminole	Varies	5	No parking on WEST side (Jan. Feb. Mar. May Jul. Sep. Nov. Dec.) No parking on EAST side (Apr. Jun. Aug. Oct.)
Aubin Road north of Seminole	Varies	13	No parking on WEST side (Jan. Feb. Mar. May Jul. Sep. Nov. Dec.) No parking on EAST side (Apr. Jun. Aug. Oct.)
Aubin Road south of Seminole	Varies	15	No parking on WEST side (Jan. Feb. Mar. May Jul. Sep. Nov. Dec.) No parking on EAST side (Apr. Jun. Aug. Oct.)
George Avenue north of Seminole	West	5	Unrestricted
George Avenue south of Seminole	Varies	7	No parking on EAST side (Jan. Feb. Mar. May Jul. Sep. Nov. Dec.) No parking on WEST side (Apr. Jun. Aug. Oct.)
Tourangeau Road north of Seminole	Varies	2	No parking on WEST side (Jan. Feb. Mar. May Jul. Sep. Nov. Dec.) No parking on EAST side (Apr. Jun. Aug. Oct.)
Tourangeau Road south of Seminole	Varies	3	No parking on WEST side (Jan. Feb. Mar. May Jul. Sep. Nov. Dec.) No parking on EAST side (Apr. Jun. Aug. Oct.)

The surrounding inventory helps define the amount and location of parking supply that exists near the subject site, but it does not, by itself, demonstrate that this supply would be available when the proposed use generates visitor demand. Within the 200-metre walking area, the subject site and the adjacent laundromat are the primary businesses without dedicated off-street parking, while most residential properties appear to be served by private driveways. These conditions suggest that nearby on-street parking may form part of the mitigation context for the six-space shortfall, particularly given the anticipated short duration and off-peak daytime nature of typical ceremonies. However, the practical role of this supply depends on observed parking utilization during the relevant operating period.

3.2 Area Parking Utilization

Windsor City staff requested an on-street parking utilization analysis to demonstrate the likely availability of curbside parking during the period most relevant to the proposed use. The applicant anticipates that most micro-wedding ceremonies would occur on off-peak daytime periods such as Saturday afternoons, with typical start times around 2:30 p.m., and ceremony/gathering durations of a maximum of two hours. The applicant does not intend to obtain licences to sell food or alcohol or to provide a kitchen on site, which limits the likelihood of extended guest stays or overlapping event-related parking demand, though guests will be permitted to bring their own food items for personal consumption. On this basis, the City found it reasonable for the utilization analysis to focus on the period corresponding to the anticipated peak demand generated by the use under review. A Saturday afternoon data collection period between 1:00 p.m. and 5:00 p.m., with observations recorded at hourly intervals, was deemed sufficient to satisfy City requirements. Photos corroborating many of the on- and off-street occupancy conditions can be provided upon request.

The October 10, 2026 data collection confirmed the level of occupancy of on-street parking during the Saturday afternoon period considered most representative of anticipated micro-wedding demand. Across the 71 inventoried public on-street spaces, observed occupancy ranged from 29 to 36 spaces, or 41 percent to 51 percent of available supply (**Figure 10**). This corresponds to 35 to 42 available on-street spaces during the various intervals of the survey period, substantially exceeding the six-space shortfall identified for the subject site. Parking activity was concentrated more heavily on the adjacent side streets than on Seminole Street itself. Along Seminole Street, only six of 17 spaces were occupied during the 2:00 p.m. to 3:00 p.m. period, and observed occupancy declined to two occupied spaces by the final survey interval. Although side-street utilization was generally higher, the side-street supply continued to provide at least 21 available spaces in each hourly observation period. These observations indicate that public on-street parking within the 200-metre walking area retained practical spare capacity during the relevant Saturday afternoon period.

Figure 10: On-Street Parking Utilization within 200 Metres of the Subject Site – October 10, 2026

Street	Block	Spaces	1-2PM Util.	2-3PM Util.	3-4PM Util.	4-5PM Util.
Seminole Street	3700	2	1	1	1	1
Seminole Street	3800	6	0	1	1	1
Seminole Street	3900	6	2	4	2	0
Seminole Street	4100	3	0	0	0	0
Westcott Road	1400	4	3	3	1	3
Westcott Road	1500	5	1	1	1	1
Aubin Road	1400	13	11	7	6	7
Aubin Road	1500	15	7	6	5	6
George Avenue	1400	5	4	4	4	4
George Avenue	1500	7	4	4	5	6
Tourangeau Road	1400	2	2	2	2	2
Tourangeau Road	1500	3	1	2	1	1
Total		71	36 (51%)	35 (49%)	29 (41%)	32 (45%)

At City staff's request, the utilization analysis also recorded occupancy in the private off-street parking areas identified within the study area, despite the applicant's inability to secure shared parking agreements with nearby property owners. As such, the off-street observations provide area context but do not represent parking supply that can be relied upon as a formal mitigation measure. The October 10, 2026 data collection identified substantial unused off-street capacity during the Saturday afternoon survey period, with total observed occupancy ranging from 39 to 44 vehicles across 136 inventoried spaces, or 29 percent to 32 percent of total supply (**Figure 11**). The largest amounts of unused capacity were concentrated at 3831 Seminole Street, a vacant commercial property formerly occupied by tax preparation services, and at the Apollo Pharmacy and Walk-in Clinic at 4195 Seminole Street, which was closed during the Saturday observation period. Several actively operating commercial lots also retained available spaces throughout the survey period. Home Hardware appeared to experience the greatest observed turnover, while Shoppers Drug Mart and the shopping plaza at 4045 Seminole Street operated well below full occupancy.

Figure 11: Off-Street Parking Utilization within 200 Metres of the Subject Site – October 10, 2026

Address	Use	Spaces	1-2PM Util.	2-3PM Util.	3-4PM Util.	4-5PM Util.
3816 Seminole	Awning Service	8	2	3	3	3
3831 Seminole	Vacant	10	1	1	1	1
3933 Seminole	Bar & Grill	7	2	3	2	3
3930 Seminole	Home Hardware	25	9	10	7	10
3983 Seminole	Adult Entertainment	14	5	10	9	9
3970 Seminole	Shoppers Drug Mart	33	15	7	9	8
4045 Seminole	Shopping Plaza	20	10	10	10	5
4195 Seminole	Pharmacy and Clinic	19	0	0	0	0
Total		136	44 (32%)	44 (32%)	41 (30%)	39 (29%)

The utilization findings indicate that nearby parking supply was not constrained during the Saturday afternoon period most relevant to the proposed use. Available public on-street parking within the 200-metre walking area substantially exceeds the six-space shortfall identified for the subject site. This public supply is most relevant to the mitigation strategy because it is accessible subject to posted restrictions, whereas nearby private off-street spaces remain dependent on property owner permission. The off-street utilization observations nevertheless provide useful area context, confirming that several nearby commercial parking areas also operated well below capacity during the same period.

3.3 Adjacent Transportation Alternatives

The subject site is located on a corridor with existing active transportation infrastructure. Seminole Street includes bi-directional bicycle lanes that extend beyond the study area, connecting west toward Walker Road and east toward Pillette Road, where north-south cycling connections are available. These facilities provide a practical non-auto travel option for nearby guests and staff, particularly for short trips within the surrounding neighbourhoods. In addition to the bicycle parking credited in the City's parking requirement calculation, the applicant has indicated a willingness to install bicycle racks on or near the site, where feasible, to further support cycling access and reduce reliance on private automobile trips.

Transit service is also available within a short walking distance of the subject site. Stops serving two Transit Windsor routes are located within approximately 125 metres to the east and west of the site along Seminole Street, with the Seminole Street and George Avenue area functioning as a transfer point in the transit network (**Figure 12**). Route 3 serves the stops east of George, operating from the Hôtel-Dieu Grace Healthcare Transit Terminal on the west side of the city through the University of Windsor and city centre to

the Transit Operations Centre near the E.C. Row Expressway and the Windsor International Airport. Route 4 serves the stops west of George, operating from the International Transit Terminal in the city centre to the Tecumseh Mall Terminal on the east side of Windsor. Together, these services provide all-day weekday, Saturday, and Sunday transit coverage, with more frequent weekday service and reduced evening and weekend frequencies (**Figure 13**). The proximity of these routes provides a realistic transportation alternative for many customers and supports the broader parking mitigation strategy for a constrained urban site without on-site parking.

Figure 12: Area Bus Service, Stops, and Routing

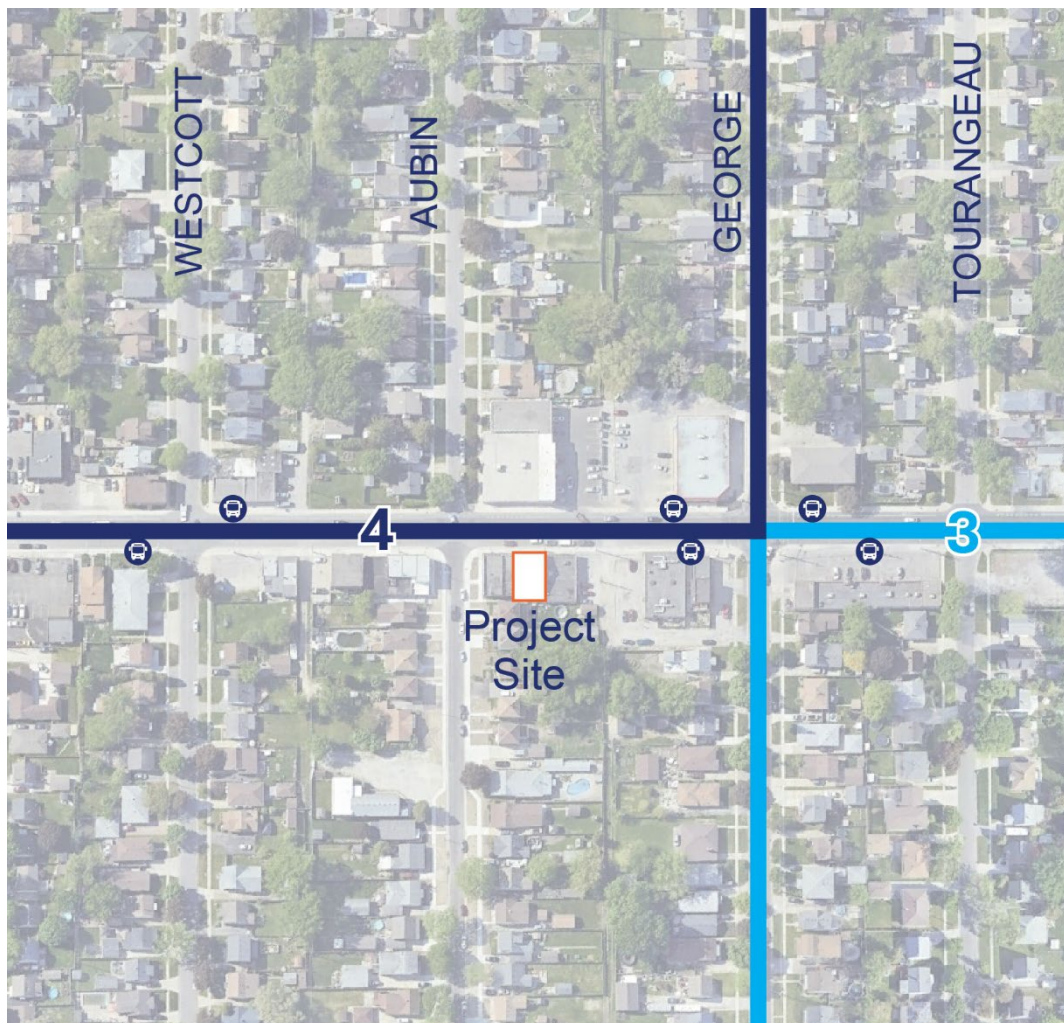


Figure 13: Area Bus Service Span and Frequency Details

Route	Service Days	Service Span	Frequency Characteristics
Central 3	Weekdays	6:10 a.m. to 12:15 a.m.	Half-hour intervals
	Saturday	8:10 a.m. to 11:45 p.m.	Half-hour intervals between 10:30 a.m. and 8:00 p.m. One-hour intervals before 10:30 a.m. and after 8:00 p.m.
	Sunday	9:10 a.m. to 8:45 p.m.	One-hour intervals
Ottawa 4	Weekdays	6:00 a.m. to 1:05 a.m.	Twenty-minute intervals until 6:30 p.m. Forty-five-minute intervals after 6:30 p.m.
	Saturday	6:20 a.m. to 12:30 a.m.	Generally half-hour intervals between 9:20 a.m. and 6:30 p.m. Forty-five-minute intervals before 9:20 a.m. and after 6:30 p.m.
	Sunday	9:20 a.m. to 8:35 p.m.	Forty-five-minute intervals

Together, the active transportation and transit options available near the subject site provide meaningful support for reducing reliance on private-vehicle travel. The existing bicycle lanes on Seminole Street, the opportunity to provide bicycle parking, and the proximity of two Transit Windsor routes within a short walk of the site create realistic alternatives for some trips by guests and staff, particularly for users travelling from nearby neighbourhoods or along established transit corridors. These alternatives form part of a reasonable mitigation framework for a physically constrained site, helping to reduce the likelihood that visitor activity associated with the proposed use would translate directly into additional vehicle parking demand.

3.4 Business Practices

The applicant has demonstrated an understanding that the physical absence of on-site parking must be actively managed as part of the operation of the proposed use. To address this constraint, the applicant intends to make transportation expectations a clear condition of booking, requiring clients to advise guests in advance that arrivals should be made by walking, cycling, transit, taxi, rideshare, personal drop-off, or other travel options not requiring vehicle parking. This approach reflects the applicant's recognition that

guest transportation must be planned before each event rather than addressed only when guests arrive on site.

The applicant's client-facing booking language reinforces this commitment by advising customers that the venue does not provide on-site parking and that ceremonies will proceed at the scheduled time regardless of guest parking or transportation issues. Clients would be expected to communicate these expectations to guests, encourage drop-off or non-auto travel, and accept responsibility for transportation planning as part of the booking process. While these measures do not create new parking supply, they demonstrate a proactive operational strategy intended to reduce unmanaged vehicle arrivals, limit late or circulating traffic, and align the proposed business practices with the requested parking relief.

4 Associated Assessments

This chapter provides supporting assessments that supplement the regulatory calculation and mitigation measures identified in the preceding sections. The first assessment compares the City's calculated parking requirement against anticipated parking demand per industry standards, including both per-use peak demand and weekday temporal demand patterns. The second assessment considers nearby event and assembly-oriented uses on Drouillard Road as contextual examples of how similar urban-format uses operate in the surrounding area with limited dedicated off-street parking.

4.1 Comparative Analysis

The Institute of Transportation Engineers (ITE) *Parking Generation Manual* is an industry-standard reference used by transportation professionals, municipalities, and development reviewers to estimate parking demand associated with different land uses. The Manual compiles observed parking demand data from comparable sites and presents parking generation rates, plots, and summary statistics that can be used to assess how much parking a proposed use may reasonably require under typical operating conditions. ITE parking generation estimates are often conservative when applied, as the underlying studies often reflect peak-period parking demands observed at suburban sites characterized by isolated, single land uses and free parking. While ITE data do not replace municipal zoning requirements, they provide a useful point of comparison by illustrating how observed parking demand for similar uses aligns with, exceeds, or falls below prescribed regulatory standards. This comparison is particularly valuable because it helps determine whether a stated parking requirement is proportionate to the anticipated operational demand of the proposed use.

To test the proportionality of the City's calculated parking requirement, the parking demand associated with each assigned municipal land use was replicated using the Institute of Transportation Engineers (ITE) *Parking Generation Manual, 6th Edition*. This exercise applies ITE parking generation rates to the same floor areas and dwelling unit count used in the City's by-law calculation, allowing the resulting industry-standard parking estimate to be compared directly with the 22-space zoning requirement identified for the reconfigured building (**Figure 14**).

For consistency with a conservative parking assessment approach, fractional ITE parking demand estimates were rounded up to the next whole parking space. As a result, the comparison does not rely on



fractional reductions or marginal rounding assumptions, and instead presents a practical whole-space estimate of peak parking demand for each component of the site.

Because the ITE manual does not provide a direct equivalent to the City's Public Hall category, Recreational Community Centre was applied as the closest available proxy. This land use captures a public-facing assembly/recreation function and provides a reasonable comparison for the micro wedding and photo space, while recognizing that the proposed use is smaller and more appointment- or event-based than many larger community recreation facilities.

Similarly, Strip Retail Plaza was used as a proxy for the Personal Service Shop component of the building. This category provides a reasonable generic commercial-service comparison because it reflects smaller-format retail and service-oriented spaces that typically serve customer visits distributed throughout the day, rather than high-intensity destination activity concentrated into a single peak period.

For the residential component, Multifamily Housing—1 BR (Low-Rise) was applied as the ITE proxy for the single dwelling unit within the combined-use building. Although the zoning by-law applies a blended residential parking rate, the ITE residential category provides a suitable whole-unit comparison for a single low-rise dwelling and supports a consistent per-use replication of the City's calculation framework.

Figure 14: ITE Parking Generation per-Use Peak Projections

Space Type	City of Windsor Assigned Land Use	Units	ITE Substitution Land Use Code	Parking Generation Rate	Peak Calculated Generation
Total Vehicular Spaces	Public Hall	730 sq. ft.	(495) Recreational Community Centre	1.8 spaces for each 1,000 sq. ft. GFA	2 Spaces
	Personal Service Shop	2,984.5 sq. ft.	(822) Strip Retail Plaza	2.79 for each 1,000 sq. ft. GFA	9 Spaces
	Combined Use Building – Dwelling Units	1 unit	(217) Multifamily Housing—1 BR (Low-Rise)	0.93 for each dwelling unit	1 Space

Peak parking demand calculation also requires a temporal analysis as each land use has a unique visitor/tenant time of day distribution. A weekday temporal parking demand profile was prepared using temporal distribution data from the *ITE Parking Generation Manual, 6th Edition* for each of the selected proxy land uses (**Figure 15**). Rather than assuming that each component of the building reaches its peak parking demand at the same time, the analysis applies the ITE hourly distribution percentages to the peak parking generation estimates previously identified. Each hourly estimate was rounded up to the next whole

parking space to maintain a conservative approach and avoid understating potential demand during any individual hour.

In some mixed-use settings, complementary temporal parking patterns can result in a concurrent peak demand that is lower than the simple sum of each individual land use peak. In this case, however, the ITE temporal distribution indicates that the combined weekday demand is not lower than the 12-space per-use ITE peak estimate, as the highest combined condition occurs between 12:00 p.m. and 2:00 p.m. and still sums to a rounded total of 12 spaces. This result remains substantially lower than the City's calculated zoning requirement of 22 spaces, indicating that the incremental parking requirement generated by the reconfiguration is not proportionate to the anticipated peak operational demand. On this basis, the ITE-based temporal analysis supports the conclusion that increasing the parking requirement is not necessary to accommodate the expected parking characteristics of the proposed use.

Figure 15: ITE Weekday Temporal Parking Demand Projection

Use Category	8a	9a	10a	11a	12p	1p	2p	3p	4p	5p	6p	7p
Public Hall	72	95	94	95	83	65	56	64	75	84	100	99
	2	2	2	2	2	2	2	2	2	2	2	2
Personal Service Shop	19	33	47	55	89	100	73	73	66	70	75	70
	2	3	5	5	9	9	7	7	6	7	7	7
Combined Use Building – Dwelling Units	67	54	48	45	45	42	42	47	49	56	64	72
	1	1	1	1	1	1	1	1	1	1	1	1
Combined Demand	5	6	8	8	12	12	10	10	9	10	10	10

4.2 Nearby Comparable Property Assessment

As an additional contextual consideration, the surrounding neighbourhood includes other assembly-oriented uses operating in constrained urban building conditions with limited dedicated off-street parking. Two such examples are located a few blocks from the subject site, where Club 9 Banquet Hall (1457 Drouillard Road) and Heimat Biergarten and Restaurant (1367 Drouillard Road) operate as event, banquet, and gathering spaces in buildings that appear to provide limited to no accessory parking relative to their potential occupancy and event activity. These nearby examples illustrate that larger event-oriented uses can

function in this area where patrons rely on a combination of on-street parking and other practical travel choices rather than dedicated on-site vehicular parking supply.

Heimat Biergarten appears to present a particularly constrained parking condition, while Club 9 appears to provide a small amount of dedicated parking, supporting a broader observation that this part of Windsor includes established event and assembly uses operating within an urban parking environment where not all visitor demand is accommodated through on-site spaces.

This context is consistent with the parking justification for 3919-3921 Seminole Street. The subject proposal is smaller in scale than full-service banquet hall operations, does not propose food or alcohol service, and would be supported by explicit client-facing transportation management measures. As such, the nearby Drouillard Road examples reinforce that the requested parking requirement relief is compatible with the practical transportation conditions of the surrounding area, provided that guest transportation expectations continue to be actively managed.

5 Summary

This Parking Justification Study evaluated the requested relief from the City of Windsor Zoning By-law 8600 parking requirement for the proposed reconfiguration of 3919-3921 Seminole Street. The assessment considered the regulatory calculation that produces a six-space shortfall, the physical constraints that prevent on-site parking provision, the availability and limitations of nearby parking supply, adjacent transportation alternatives, applicant-led operational measures, and an ITE-based comparison of anticipated parking demand. The findings indicate that the requested parking relief can be supported as part of a broader mitigation framework for a constrained urban site.

- ▶ The City's zoning calculation identifies a post-reconfiguration requirement of 22 vehicular parking spaces, compared with 16 credited spaces for the existing building condition. This results in a six-space shortfall that cannot be accommodated on site because the building occupies nearly the full lot and no driveway or accessory parking area is available.
- ▶ The surrounding area contains meaningful public on-street parking supply within an approximate 200-metre walking distance of the subject site. An inventory completed on October 10, 2026, identified 71 public access on-street spaces.
- ▶ Observed Saturday afternoon utilization indicates that this public on-street supply retained practical spare capacity during the period most relevant to the proposed micro-wedding use. Across the 71 inventoried spaces, observed occupancy ranged from 29 to 36 spaces, leaving 35 to 42 available spaces between 1:00 p.m. and 5:00 p.m.
- ▶ Adjacent active transportation and transit options support reduced reliance on private-vehicle travel. Bicycle lanes on Seminole Street, the opportunity to provide bicycle parking, and nearby Transit Windsor Route 3 and Route 4 stops provide realistic alternatives for guests and staff.

- ▶ The applicant has demonstrated an understanding that the absence of on-site parking must be actively managed through business practices. Proposed booking and client-communication measures would require transportation expectations to be addressed in advance of each event, encouraging walking, cycling, transit, taxi, rideshare, and drop-off travel options.
- ▶ The ITE-based comparative analysis indicates that the anticipated operational parking demand is lower than both the 22-space zoning requirement and the 16-space credit for grandfathered uses. Applying ITE proxy land uses to the same building components results in a 12-space peak demand estimate, and the weekday temporal analysis continues to identify a maximum combined demand of 12 spaces between 12:00 p.m. and 2:00 p.m.
- ▶ The ITE comparison supports the conclusion that the incremental parking requirement generated by the reconfiguration is not proportionate to the expected peak operational demand of the proposed use.
- ▶ Nearby event and assembly-oriented uses on Drouillard Road provide contextual support for the requested relief, as they demonstrate that larger gathering-oriented businesses operate in the surrounding area with limited to no dedicated off-street parking.

Overall, the proposed reconfiguration represents a physically constrained reuse of an existing building where strict compliance with the accessory parking requirement is not achievable on site. The requested variance should therefore be considered in relation to the scale of the calculated shortfall, the practical availability of nearby public on-street parking, the presence of transportation alternatives, the applicant's commitment to proactive guest transportation management, and the lower parking demand indicated by the ITE comparative analysis, and the contextual support provided by nearby operating event and assembly-oriented uses. Based on these factors, the proposed reduction in required parking is not expected to negatively affect area parking supply or result in unacceptable spillover demand.

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